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SOURCE Soviet newspapers as indicated.

RAILROAD IMPROVEMENTS CONTINUE;
LENINGRAD AND MOSCOW SUBWAYS IN PROGRESS

GEORGIAN RAILROAD SECTION ELECTRIFIED -- Zarya Vostoka, No 34, 19 Feb 49

The Samtrediya-Poti railroad section, Georgian SSR, has been completely electrified.

DAUGAVPILS BRIDGE RESTORED -- Sovetskaya Latvija, No 42, 20 Feb 49

The Daugavpils railroad bridge in the Latvian SSR, has been restored and was opened to train traffic on 19 February 1949.

KAZAKE SSR RAILROADS, GROW -- Kazakhstanskaya Pravda, No 36, 22 Feb 49

Since 1940, the total length of railroads in Kazakh SSR has increased from 6,000 to about 9,000 kilometers. During this period the Akmolinsk--Kostanay line, 605 kilometers long, was put into operation, and the Oren--Kandagash, Dzhezkazgan--Chirchik-Tan, Taldy-Kurgan--Kostanay, and Kostanay--Kokshetau lines.

Much work has been done to improve the existing facilities. In many places, heavier rails and firmer roadbeds have been put in. Between 1940 and 1947, 200 million rubles were spent to improve Turksib installations. The management of the Karaganda section has added five new locomotive and car depots, eight power plants, 31 pumping stations, and more than 30 separate works and shops. During the war a railroad car-repair plant was built at Alma-Ata to provide capital repairs and capital renovation for passenger cars. A large electrical engineering plant to furnish complex apparatus for transport communication was also put into operation.

Between 1940 and 1948 the Alma-Ata Railroad Technical School graduated 690 railroad transport technicians. A second technical school was set up in 1945.

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Among the shortcomings of the Kazakh SSR railroads are insufficient organization of freight handling at night, slowness of car turnover, and inefficient use of loading and unloading.

The schedule includes completion of a railroad line between Pavlodar and Aktyubinsk and completion of installations on the Mointy-Chu, Akmolinsk-Pavlodar, and Semipalatinsk-Malinovoye Lake lines.

RAILROAD INCREASES TRACKAGE -- Sovetskaya Kirgiziya, No 27, 11 Feb 49

Freight of railroads running through Kirgiz territory showed an increase of 14.5% in 1948 over 1940. The new Kant-Rybach'ye Line had also been built during the year.

Turnover of freight cars is still far too slow and does not come up to the prewar level.

LENINGRAD BUILDS SUBWAY -- Leningradskaya Pravda, No 44, 23 Feb 49

About 2 months ago, the first shield started operations on the site of the future Kirovskiy Zavod station on the Leningrad subway. There is to be a one-kilometer tunnel between the Kirovskiy Zavod and Avtovo stations. One hundred meters of the tunnel have been excavated.

MANY ENTERPRISES WORK ON MOSCOW SUBWAY -- Bakinskiy Rabochiy, No 36, 22 Feb 49

More than 1,000 enterprises are participating in the construction of the Moscow subway. Plants in Leningrad, Khar'kov, Dnepropetrovsk, Chelyabinsk, Ufa, and other cities are supplying materials. Magneto alternators (magnitnaya stantsiya) for escalators came from the Cheboksary Apparatus Plant. A consignment of heavy motors for the subway's pumps and ventilators came from Tallin. Machine builders of Ufa have sent equipment for electric hauling and step-down substations. Mercury arc rectifiers are sent from Saransk. "Pushtulin" and "Kavuklinskiy" marble comes from Altay and the Urals. Granite comes from the quarries of the Ukraine.

MOLDAVIAN DEPOT OPERATES ECONOMICALLY -- Sovetskaya Moldaviya, No 57, 22 Mar 49

In 1948 the Bendery locomotive depot, Moldavian SSR, saved 112,000 rubles of State funds. In February 1949 it hauled about 7,500 tons of freight above the plan and saved more than 105 tons of coal. Efforts are being made to reduce operating expenses. The run from Bendery to Razdel'naya normally cost 1,184 rubles 36 kopeks. Bendery railroad workers now allot 137 rubles to washing and overhauling, 173 rubles to maintenance of locomotive crews, 521 rubles for firing the locomotive, and 105 rubles for lubricants, thus saving 248 rubles 36 kopeks per run. The run from Bendery to Bessarabskaya normally costs 2,544 rubles 45 kopeks. At present, 293 rubles are allotted to washing and overhauling, 348 rubles to maintenance of crews, 879 rubles to firing, and 11 rubles to lubricants, thus saving 1,313 rubles 45 kopeks per run.

IN STATION EXCEEDS QUOTAS -- Tikhookeanskaya Svezda, No 48, 27 Feb 49

Workers of the locomotive depot at In Station on the Far Eastern Railroad System had pledged to haul more than 300 heavily-loaded trains in the first quarter 1949 and to run locomotives for 75,000 kilometers between overhauls. The depot's engineers have already hauled nearly 300 heavily-loaded trains at

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a rate exceeding the norm for the average speed excluding stops and have saved nearly 400,000 rubles.

FAR EASTERN RAILROAD IMPROVES -- Tikhookeanskaya Zvezda, No 43, 22 Feb 49

Railroad workers of the Far Eastern Railroad System have recently made notable improvements in their work, with particular improvement in high-speed handling of trains. Almost 20 percent of the total number of trains carried by the road in the first half of February were handled by high-speed methods. During this period, locomotive engineers of depots at Obluch'ye, In, Bikin, Komsomol'sk, Litovko, Muli, and Khabarovsk No 2 stations hauled more than 300 heavily-loaded trains, whose weight exceeded the quota considerably.

TURKESIB EXCEEDS JANUARY PLAN -- Kazakhstanskaya Pravda, No 37, 23 Feb 49

Transport workers of the Turkestan-Siberian Railroad System achieved the best results in the January competition of railroad workers of the Central Asia Railroad Okrug. The January plan for freight loading and locomotive repairs was surpassed.

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